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TELEGRAMS.

THE REBELLION.

[Service To The "Telegraph"]

SHENG'S SUCCESSOR.

Durban, Oct. 26, 11.15 p.m.
Reuter's correspondent at Peking states that Sheng Kung-pao, the Minister of Communications, has been dismissed.
The ground for dismissal is that he was responsible for the nationalisation of the railways in consequence of which the rebellions arose. This was intended to benefit the people, but Sheng failed to carry it out successfully.
Tang Shao-yi has been appointed his successor.

A SAPIENT(?) ASSEMBLY.

Durban, Oct. 26, 9.55 a.m.
Reuter's correspondent at Peking reports that a violent scene has occurred in the National Assembly, which threatened to dissolve failing the dismissal and impeachment of H.E. Chong Shun-hui, Vice-President of the Ministry of Communications, on the ground that he had favoured the construction of railways by foreign syndicates.—Reuter.

TROOPS JOIN REBELS.

Shanghai, Oct. 26.
It is reported that the troops under General Yin Chang have mutinied.
A rumour is current in Canton that the life of General Yin Chang is in danger.

READY TO FLEE.

The Imperial family are making preparations to leave the Capital and go to Jehol.
A strong rumour is afloat that the naval troops under Admiral Sir Shi Chen-ping have joined the rebels.

FUKIEN'S INDEPENDENCE DECLARED.

The students, the soldiers and certain societies have declared independence in Fukien. They have fought a severe battle with the Tartar soldiers, and captured Foochow.
The troops of Fukien and those of Cheichow province have mutinied, and the fall of the Sion prefecture in Shensi resulted from the mutiny of the troops there.

TROUBLE IN TIENTSIN.

Several hundred students are advocating the declaration of independence in Tientsin. Some arrests have been made by order of the Viceroy of Chihli. This action has caused much agitation but so far nothing of a serious nature has occurred.
The Board of Censor has impeached the ex-Viceroy of Hupoh. An Imperial rescript has been issued ordering H.E. Yuan Shih-kai to institute an enquiry and report.—"Shen-po."

TELEGRAMS.

THE REBELLION.

ANOTHER ASSASSINATION.

RUMOURED DEATH OF YIN CHANG.

Peking, Oct. 27.
A rumour is current in Peking that the troops under General Yin Chang have broken into mutiny. General Yin Chang is reported to have either committed suicide or been assassinated. The Throne has ordered H.E. Kung Kwok-cheong to take command of the second division of troops and to leave Peking for Hupoh, post haste.
The Throne intends to dismiss the President of the Ministry of Communications from service, as an apology to the nation.—"Shoung-po."

FURTHER MUTINYING.

Shanghai, Oct. 27.
The mutinous troops of Sion have now taken possession of Tungkwan.
A rumour is current in Shanghai that the troops in Foochow have mutinied and the Viceroy of Fukien is reported to have been killed. The shipping bureau in Foochow has been burnt.

A LOAN SECURED.

Peking, Oct. 27.
The Ministry of Finance has obtained a loan of £1,000,000 from a well known German Bank at the rate of 6 per cent. This money is to be devoted towards the cost of operations.

REBEL FUNDS FROM MANILA.

The "Manila Times" of October 20 says that Manila Chinese who sympathise with the revolutionary movement in China, were agog with excitement when cables began to arrive telling of the bitter battle close to the gates of Wuchang in which the rebel forces pitted their strength against the Imperialist troops.
In different Chinese stores and restaurants placards were posted giving an account of the battle and the placards were the centre of animated groups discussing the fortunes of the war. These groups included many men from different ranks of life, and there were but few Manchu sympathisers among them.
One effect of the news of the victory was the cutting off by a number of Chinese of their queues, the badge of the hated Manchu domination. There was no concerted movement of this sort, but many of the Chinese barbers of the city were kept busy all morning, shearing the locks of the rebel sympathisers.
The news of the victory gave an impetus to the collection of funds for the revolution. Just how much has been collected it seems impossible to state exactly at present, but large sums have already been sent by trusted messengers to the headquarters of the revolution near Hankow.

TELEGRAMS.

THE REBELLION.

NEWS FROM CANTON.

CONFIDENCE IN YUAN.

Canton, Oct. 26.
The Cabinet has telegraphed to the Canton Viceroy that H.E. Yuan Shih-kai has been appointed Viceroy of Hupoh and High Commissioner vested with supreme command of the military and naval forces. The Cabinet expresses its confidence that Yuan will be successful in suppressing the rebellion.
As the arsenal in Hupoh has fallen into the hands of the rebels and as arms and ammunition are running short other provinces are expected to meet the shortage. The authorities in charge of the Canton arsenal are asked to turn out more arms and ammunition. All the provinces are requested to contribute towards the cost of the operations.

SELF-GOVERNMENT WANTED.

At the meeting held by the gentry and merchants of Canton the other day the vice-chairman said that if the province were well administered there would be no fear of a rebellion. It was for the people to support the officials when right and to correct the wrongs done by them. Mr. Kong Hing-yin said that each province should be self-governed. When he was last in Hongkong he had an interview with the editors of the vernacular press there regarding the advantage of independent government.

Mr. Tam Tai-wun spoke of the need for the public superintending official administration. If the people wished to suggest administrative reforms to the government, these must go through the Provincial Assembly. Should the officials take no notice of the Assembly's recommendation, the people's suggestion should then be supported by a body formed to superintend the official administration.

HONGKONG TO PLAY A PART.

It was agreed to form a superintending body. It was decided to approach the societies in Canton and ask them to select their own representatives. It was also decided that the Canton Press Society should despatch some representatives to go to Hongkong with a view to securing the co-operation of the various Chinese societies in Hongkong.

TELEGRAMS.

THE REBELLION.

FROM THE START.

FOREIGNER'S GRAPHIC STORY.

A foreigner who was in Hankow from the beginning of the trouble has related a most graphic story which appeared in the "Shanghai Mercury" of October 21. He says that the first announcement of the trouble was conveyed by the finding of the bomb in a house occupied by natives in the Russian concession. The next morning saw the beginning of the massacre of the Manchus over in Wuchang and that evening numerous fires in the native city and in Wuchang were ample evidence that the rising had commenced in earnest. The disturbances and uproar in the native quarters was quite distinctly heard in the Foreign Concessions and the glare from the fires were plainly visible. The authorities soon called out the Volunteers and these were early in readiness, to the strength of about a hundred Germans, sixty and seventy Britishers, and a number of Americans. A serious view of the troubles was taken right from the start by the foreign authorities and the volunteers were apportioned very hard work. Patrolling the streets of the Concessions at night time was ordered and the volunteers after their day's work had to take up this duty—a thankless kind of a job in all truth. The Hankow Volunteers were of the best materials, however, and seemed to comprise practically all the men.

THE REGIME OF QUIET.

Then came the regime of quiet, the waiting for the initial stroke. The revolutionist army lost no time but devoted all their energies to preparing for the struggle.

After they had taken Hankow and Hanyang they started in on recruiting big numbers and adding to their strength. They had regular recruiting officers and establishments for the enlisters, these holding a prominent position towards the back of the Hankow Waterworks. Here at their headquarters were daily enrolled long lists of enthusiastic revolutionaries. "One day," continued the narrator, "I was standing about this place when I entered into conversation with one of the men looking on who was apparently one of the rebel officers. I should say he held the rank corresponding to adjutant. He addressed me in absolutely perfect English asking what I was doing there and if I were not afraid. I told him that the latter part of his question did not strike me at all and then we talked quite freely about the revolution and its prospects. He was very confident his side was going to win. Then he wanted to know very particularly what I was doing there and I replied that I might be looking for employment. He immediately asked me if I had any objection to having a drink with a rebel and I said 'No, a drink would be none the worse because it is offered by a rebel but I am not drinking just now as I am not very well.'

TELEGRAMS.

THE REBELLION.

PLENTY OF RECRUITS.

We then walked into the headquarters together. It was a big building just on the outskirts of the native city and quite close to the Foreign Concession. It looked as if it might have been a set of private houses before the rebels took occupation. It was very sparsely furnished and outside several non-commissioned officers of the rebel army were drilling bands of recruits. There was a big number of these coming in and the usual Chinese crowd was looking on. The rebels were certainly getting a lot of recruits from somewhere but the big majority of them seemed to be of the 'wild and woolly' class. They might have been loafers. In our conversation here my friend the officer wanted to know if I had any experience at all in military work and I told him that I did have such experience. He then asked: "Do you know anything about cavalry work?" and I said: "Yes, that was my particular branch." The officer then went on to admit that the rebels were very much in want of cavalry leaders and judging from his remarks I should say he meant squadron leaders or troop leaders, men who could do something in the way of actually leading the men in battle.

CAVALRY LEADERS WANTED.

"The officer then made me an offer that he would place a certain sum of money in a foreign bank for me but the amount was not at all enticing or even sufficient. Still it showed that the soldier of fortune can still find employment in these modern times. I told him it was ridiculous and said I would not think about it. He replied that his party were fighting for a cause but I told him that I would not be; that that did not worry me, although my sympathies were certainly with them. That finished this part of our conversation but after speaking generally on military matters for some time the officer said as we were parting: "Well, won't you take the offer?" I said: "No. In fact I might go and join the Imperialists." Laughingly he terminated the strange meeting by saying: "If you do that I will have the pleasure of cutting your head off very soon!"

A GREAT STEP.

The speaker informed the "Mercury's" representative that even the foreigners in Hankow who could speak Chinese, knew very little of the actual position of affairs. There was nothing but rumours and many of them were of a very absurd and exaggerated nature. If however the rebel army had many officers like the one who made him the offer then they had something good to go on. He was certainly a most intelligent and very smart man and was evidently of American training. His English was so perfect that it aroused suspicions of his being a foreigner. However he was a native all right and if he had not been in America he had evidently studied after their models and from their books. That interview was held on the Saturday prior to Oct. 21 and told him that the latter part of his question did not strike me at all and then we talked quite freely about the revolution and its prospects. He was very confident his side was going to win. Then he wanted to know very particularly what I was doing there and I replied that I might be looking for employment. He immediately asked me if I had any objection to having a drink with a rebel and I said 'No, a drink would be none the worse because it is offered by a rebel but I am not drinking just now as I am not very well.'

TELEGRAMS.

THE REBELLION.

FOREIGNERS QUITE SAFE.

As regards the foreigners the ladies had been advised to leave and of course many of them had done so, but it was very improbable that the men would even consider such a step. There was absolutely no need for it, combining their forces with the number of warships lying in the river. Altogether he thought these could land at least a couple of thousand men if necessary. Detachments of sailors were being sent ashore nightly to assist the volunteers with the patrol work. The chief danger lay in the starting of fires and the greatest trouble was in the desertion of the native servants and the possibility of scarcity of food at the markets. Up till Tuesday, however, the supplies were quite sufficient.

EXCITED NATIVES.

An apothecary of amusing spectacle was witnessed on the day of the short bombardment by the Chinese cruisers when anxious and excited crowds of natives were to be seen hurrying and scurrying through the streets of the Foreign Concessions, now going one way and now fleeing another. They had collected their goods and chattels in bags, baskets, and boxes, and did not seem to know where they were making for. The bombardment took place on Friday afternoon and it was a very good thing for the foreigners that the forts at Wuchang did not reply to the fire. The cruisers were lying in front of the Russian Concession right in the middle of the Foreign Settlements.

BLANK SHOT.

He was strong in the belief, however, that at least half of the shots fired by the cruisers were blank and he was also of opinion that the warships were short of ammunition. It was well-known that Chinese cruisers as a rule did not carry very much ammunition. When he left Hankow the warships were out of sight but they were passed about six or seven miles down the river. He would not be at all surprised if they went over in a body to the revolutionists. Several of the rebel soldiers, now and again obtained entrance to the Foreign Concessions against rules and also against the proclamations of their own leaders but they were invariably ignorant of the command and retired on being told. The white cotton badge like a handkerchief round their arms was the distinctive sign. The rebels were splendidly equipped with modern rifles and bayonets, carrying their ammunition in pouches and clips. On the first day of the troubles a party of Imperialist troops about 300 or 400 strong passed through the Foreign Concessions in retreat, going towards Seven Mile Creek. At Nanking H.M.S. Newcastle was seen and there was also anchored there a big German cruiser—the Queisau.

TELEGRAMS.

HOME POLITICS.

THE INSURANCE BILL.

[SERVICE TO THE "TELEGRAPH"]

Durban, Oct. 26, 9.55 a.m.

The debate on the Insurance Bill in the House of Commons was interesting owing to the veiled and open references to Home Rule.

GAG LEGISLATION.

The Premier, Mr. Asquith, concluded his speech by declaring that the Government in future would not hesitate to apply the closure to compartments of its great projects of legislation.

COMMONS' LIBERTY GONE.

This evoked Mr. A. J. Balfour's outburst in which he accused Mr. Asquith of creating a precedent which did not leave the House any shreds of liberty.

HOME RULE.

Mr. John Radmond described Mr. Balfour's speech as the first shot in the Parliamentary campaign in regard to Home Rule and said that it was aimed at protecting the Insurance Bill until 1912 in order to destroy the 1912 programme.

LABOUR DIVIDED.

According to the "Daily News" the Labourites are split on the question of the Insurance Bill. Messrs. Snowden, Lansbury, Jowett and Thorne have, it says, refused to pledge their support and intend to form an independent group.

THE GAG CARRIED.

Bombay, Oct. 26, 1.55 p.m.
The House of Commons by 230 votes to 165 agreed to the guillotine closure on the Insurance Bill.

GOVERNMENT CONCESSIONS.

The Government made some concessions. It allowed twenty-two days for the discussion of the Bill.

A DESERVED TAUNT.

Mr. Austen Chamberlain accused Mr. Asquith of forcing the guillotine on the House in order to make a precedent for the Home Rule Bill. He denounced the Insurance Bill as "an immoral attempt to bribe the working classes."

THE DIGNIFIED CHANCELLOR.

The Chancellor of Exchequer, Mr. Lloyd George, said that Mr. Austen Chamberlain's remark "was about the limit." He continued: "If anything is more immoral than a bribe it is promising a bribe, getting votes, and then not giving it."—Reuter.

PRINCE OF WALES.

A GOOD COMRADE.

[SERVICE TO THE "TELEGRAPH"]
Durban, Oct. 26, 3.30 p.m.
H. R. H. the Prince of Wales, is to proceed to a University.
The captain of the Hindustan praises his zeal and intelligence and says that every one on the vessel is sorry to lose a good comrade.—Reuter.

THE CHINA SQUADRON.

BRITISH DESTROYERS SAIL.

[SERVICE TO THE "TELEGRAPH"]
Bombay, Oct. 27, 8.5 a.m.
The destroyers Ribble and Uek have sailed for Devonport for China.—Reuter.

Watson's EFFERVESCENT LIVER SALT.

This valuable preparation speedily relieves
Biliousness, Sick-headache and all Derangements of
the Stomach. It purifies the Blood by imparting
the natural Saline Elements necessary to a healthy
condition.

S. WATSON & CO., LTD.

HONGKONG DISPENSARY.

Officiating, 21st October, 1910.

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"HONGKONG TELEGRAPH."

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The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 27, 1911.

THE REBELLION AND THE ASSEMBLY.

Eminently characteristic of the Chinese are the proceedings connected with the sittings of the National Assembly, China's temporary substitute for a Parliament. In the first place, in the equivalent for the Speech from the Throne of Western lands no reference whatsoever was made to the rebellion that had overturned Imperial rule in one of the most important provinces. The Imperial had been followed faithfully by the National Assembly. None of the telegrams received here has given any information about the National Assembly occupying itself with matters pertaining to the rebellion. It reverted at the earliest opportunity to its demand, made frequently and vigorously at its last session, for an earlier establishment of a constitutional regime with a Cabinet responsible to the Parliament and not to the Throne. Next it devoted itself to the degradation of H.E. Sheng Kung-wei. No notice whatever has apparently been taken of the fact that a large percentage of the Imperial army has thrown off its allegiance to the Throne and that the best advice states that many of the other provinces are only awaiting a signal rebel success to follow in the footsteps of Hupai.

There would be something almost splendid in this insouciance, if it were not that in itself it encourages the danger that it affects to ignore. There is, of course, a stage at which a Government may be justified in pretending to disregard disaffection while secretly taking steps to remove its cause, but in the present case that stage has long been passed. The rebels have, set up a Government of their own, and in fact, if not in law, there are two Governments at the present moment in the Empire of China. The Throne and the National Assembly have apparently agreed, though they are at variance upon almost every other point, not to recognize the fact that China is in the throes of revolution. If situations could be ended by refusing to admit that they exist this might be sound policy, but experience teaches that the only way to overcome difficulties is to grapple with them. Sooner or later the Throne and the National Assembly will have to admit the existence of a perilous situation, and the sooner that admission is made the better.

It is not surprising that the idea of intervention is gaining strength with foreigners. They see China distracted by her domestic troubles and they realize that such a condition of affairs, if perpetuated, will mean a great setback to trade. The main interest of the foreigner in China is commercial, although he harbours altruistic hopes for the mental and material well-being of the Chinese race. To secure a peaceful and steady development of China's trade is, however, of primary importance. The form that the Government of China takes is, to him, of minor importance. There is little reason therefore for surprise, when it is found that he is beginning to weary of the absence of finality in the governmental policy in China and the absence of that condition of peace which is essential to the development of trade. Intervention suggests itself to him as the only possible solution of the problem. The dangers and difficulties in the way of intervention we have suggested on previous occasions. For example, should intervention be seriously thought of, it would be essential, in the interests of trade as well as on political grounds, that it should be carried out by all the first class Powers. To allow any one Power to gain a special position in China would be fatal. But, unless those at Peking abandon their selfish-like policy, it is certain that the demand for intervention will become the more insistent, and it may develop into a demand for partition. It is time for Peking openly to face the facts.

DAY BY DAY.

As many people or more have been wrecked on principle as from want of principle.

The French Mail of September 26 was delivered in London on Oct. 26.

The master of a rowing boat was fined \$2 or seven days' hard labour at the Marine Court this morning for failing to exhibit the regulation lights.

An announcement elsewhere states that the concert at the Hongkong Hotel this evening will be held in the lounge on the first floor instead of the roof garden.

The Sultan of Johore has decided to pass a law prohibiting Europeans from being allowed to frequent the gaming tables in his territory. It will come into force next year.

Sir Francis and Lady Piggott, now in Tokyo, will leave here for Hongkong about the 6th of next month, after attending the Imperial birthday review, says the "Japan Times."

A Penang telegram dated Oct. 18 states that Mr. J. G. Richey, acting Adviser to the Government of Perlis, died that morning, following the amputation of his leg on the previous day.

It is stated that a gigantic sugar trust is being formed to include Jamaica and Mauritius, the Philippines, Java and India. In the last country an enormous central factory is to be erected.

The dock at the Pogodora, which has been under construction since 1907, was opened on the 9th instant. The dock, it is reported, is not for the exclusive use of the navy, but will be available for merchant vessels of not more than 2,000 tons burthen.

The Zoroastrian Club. The annual meeting of the above Club was held on the 25th instant in the Club room and was presided over by Mr. F. P. Shroff. The report and account for the season 1910-11 were unanimously passed and the new office-bearers for the next season were elected as under:—Chairman, Mr. F. P. Shroff; Hon. Sec. and Treas. Mr. H. C. Umrigar; Committee Messrs. D. M. Langrana, D. C. Nazir and D. D. Talati.

Storm at Hakodate.

An official report has been received from the Governor of Hokkaido stating that a violent storm broke over Hakodate and the neighbourhood at 1 p.m. on the 17th. Some houses and vessels were destroyed. At Hakodate heavy waves broke over the sea wall, doing great damage in Omori (Mochi and Sumiyoshi) Machi. So far as was known when the message was despatched, two persons were killed, two injured, seven houses were destroyed, one house was washed away and thirty sailing vessels were wrecked.

Harbour Obstruction.

Capt. Evans, Master of the s.s. Haiyang, charged ten owners of licensed junks at the Marine Court this morning with obstructing the Douglas wharf. The Harbour Master after hearing the evidence, remarked that the practice was both a very great danger and a constant nuisance to the ships arriving at or leaving the wharf and he proposed to make an example of the defendants as a warning to others. He imposed a fine of \$25 with the alternative of two months' hard labour in each case.

Dead Bodies.

Since yesterday, no less than three dead bodies have been discovered by the Police. Yesterday morning, the dead body of an unknown male child aged one month was found on one of the slipways at the Taikoo Docks. On the same day, the corpse of a two-months-old child was found lying in Yung Shing Lane, West Point, death having apparently been due to natural causes. This morning the dead body of an old man aged 60 years was found by the Police in Po Yan Street in the central district. As the corpse was discovered in the vicinity of some hospitals, it is surmised that the deceased at the time of his demise was making his way to one of them.

This afternoon an investiture was held at Government House, when the Hon. Mr. A. W. Brown, Registrar General, was invested with the order of O.M.G. and Mr. D'Aquino of the Stamp Office with the I.S.O.

To-day the new T. K. K. liner Shinyo Maru was thrown open to the public, by invitation, for inspection. The hours during which the boat could be visited were 4 and 6 p.m., and the launch of the Toyo Kisen Kaisha was to run from Blake Pier each hour.

Water Supply.

An important notification in regard to the water supply appears in our business columns.

A Comet.

Captain Martin of the steamer Kundoow, which arrived to-day from Manila, reports that he observed a comet in the East on the morning of the 26th inst.

Langkats.

Telegrams from Shanghai to-day stated that Langkats stand at 81 1-2 sales and buyers. The market is strong and advancing and shares are difficult to obtain.

A Trespasser's Fate.

A native was awarded two months' hard labour and four hours' stocks by Mr. F. A. Hazell at the Magistracy this morning for being found in a house in Des Vaux Road West shortly after midnight this morning for the purpose of committing a felony.

The Bijou.

To-morrow a new artiste appears at the Bijou in the person of Miss Kitty Delavale who will occupy a place on the bill, instead of Miss V. Ferras who is leaving shortly. Mr. Stephenson has secured a very fine selection of films including "Neighbours" acted by Max Linder.

A Careless Coxswain.

J. A. Dove, of the Corinthian Yacht Club, was charged at the Marine Court this morning at the instance of P. O. McMillan with failing to exhibit the regulation lights on his yacht whilst at anchor in the harbour at 2.30 a.m. on October 22. The case was dismissed on defendant assuring the Harbour Master that he would deal severely with his coxswain and that it would not happen again.

Britain and Germany.

A London telegram dated Oct. 18 to the "Osaka Mainichi" says:—Sir Fairfax Lucy, "The Times" special correspondent in the Balkans, has returned here, and on being interviewed he expressed the opinion in very emphatic terms that the diplomatic relations of England and Germany will need the most delicate and skillful handling during the course of the next six months. He declared that the key to the situation lies in the question whether England can spare 200,000 men for a war on the continent of Europe in which she might have to engage.

Unclaimed Telegrams.

The following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's Office at Hongkong:—Coulbourn (2); Dowsonkoo; Hiseoka Co.; Hongkong; Hongkong; Jeelhong; Kong man-of-war; Haiyang; Kwong-shing; Lick; Tunderlich passenger; Ernst; Simons; 1616; 7079, 1795, 3458, 5400; 1505; 4410, 5073; 2222, 2121.

The following are lying in the Eastern Extension, Australasia & China Telegraph Co.'s Office:—Chuenhangshan 54 Des Vaux St.; Cebu; Doonan; Melbourne; Edwards, etc.; Hongkong Hotel; Madras; Quinhuaung Bangkok; Hannon—Mrs. N. B. care American Embassy Cedarlake; Hup-senglong Bangkok; Inada; Teu-rya Hotel; Taipei; Khlonlee; Dyck Hunghom Penang; Kong, 25 Park Road Shanghai; Kwong-hongluat Bangkok; Leaming passenger steamer Soanghoo Singapore; Lunan 71 Street Tochoway Saigon; Massey Shangkai; Macquennan; Astor Hanoi; Moore care American Consul Manila; Schmidt; Harbert, Hongkong Hotel London; Seawohnslang, passenger steamer Soanghoo Singapore; Smith; Pompey Manila; Stockwell Sydney; Swire Singapore; Vivit Sydney; Work-John Singapore.

MATTERS OF MOMENT.

A Shipping Question.

On April 8 the Chamber of Commerce approached the Colonial Secretary, complaining of the obstruction caused by sampans and launches belonging to, or hired by Chinese boarding house-keepers, making fast to incoming steamers. In reply the Colonial Secretary gave a brief history of the trouble pointing out that in 1909 the Acting Harbour Master gave one offender two months' hard labour, which had a salutary effect, lasting for some time, but on the representation by a member of the Legislative Council that the sentences meted out were excessive, all except technical cases were transferred to the Police Magistrate. In the opinion of the government, the root of the difficulty lay in the fact that there was a disinclination on the part of shipping companies to prosecute the offenders. The Police Magistrate, the letter continued, was prepared, on sufficient cause being shown, to deal with such cases in an exemplary fashion, and it remained therefore for the companies to co-operate with the Government to effect the end desired. In reply the Chamber pointed out the danger of boycott which companies ran, that prosecuted boarding house runners, and they suggested that the onus of proof should be removed from the ship's master, that increased penalties and even confiscation of sampans should be employed, and that a patrol boat should be stationed at Lunma or Dumbell Island. In a subsequent letter the Government withdrew the statement that the onus of proof lay with the master of the ship in these cases.

A minute by the Assistant Registrar stated that he did not see how registration could help the point at issue. The whole matter was in the hands of the shipping companies, the Harbour Master, and Water Police. If they made use of the present law, he wrote, they would soon put an end to the present trouble. On September 26 the Colonial Secretary wrote stating that H.E. the Governor proposed to introduce a bill amending the Merchant Shipping Ordinance and submitting a draft for the Chamber's consideration. They in return expressed general disappointment at the replies of Government and adversely criticised the proposed amendment to the Shipping Ordinance as it would, in their opinion, render it compulsory for shipping companies to prosecute illegal boarders, and again urged that a patrol service should be instituted.

Hongkong and Home Strikes. Arising out of the delay in the shipment of goods from England, owing to the recent strike, Messrs. Bradley & Co. wrote to the Chamber suggesting that a joint circular should be sent to the various Chinese dealers apprising them of the cause of the delay. The reply sent was that such an intimation to Chinese firms should, in the Chamber's opinion, be a matter for individual representation rather than by a joint circular.

The Claytonizing of Ships. In view of certain facilities that could be granted to ships from plague-infected ports without any traceable signs of plague on board, an extraordinary mortality of rats in Netherlands India, an enquiry was addressed to the Government by the Consul General, asking if any apparatus existed in Hongkong for claytonizing ships and whether it was possible to load cargo treated from rat free lighters.

The Kapsing Light. On Sept. 10 the Colonial Secretary wrote:— "It is proposed to erect on the southern summit of Kapsing Island, which is 95 feet 6 inches above sea level, a tower measuring 24 feet 6 inches in height (from base to centre of light) for a 5th order double-flashing white light. The centre of focal plane of such light would be 120 feet above ordnance datum, and I am to enquire whether your Committee concur in thinking that this will be the most advantageous manner of erecting the light."

The Chamber suggested that the light be red from N. 84 W. to S. 18 E. This would cover the Bunsangah Rock and was the proper daylight bearing of the marks for clearing the rock. It was also suggested that the rocks down below the light-house be whitewashed and the keepers be instructed to keep them so. This would be a distinctive mark for hazy days when the fog was lying well down over the land, but was quite clear on the water. The Government expressed willingness to carry out the suggestions.

Mr. Keswick's Resignation. On Aug. 1 Mr. H. Keswick wrote from London tendering his resignation from the Committee of the Chamber, which was accepted.

NOTES AND COMMENTS.

The investiture which took place at Government House this afternoon calls to mind the fact that in spite of much cheap sneering the usefulness of titular distinctions is still almost universally recognised. Republican countries are as fond of them as are monarchies. Human nature demands that good service should not be its sole reward, and that it is reasonable and right that it should receive recognition in a manner that is public and lasting.

The information we published last night of Canton's Declaration of Independence made quaint reading. It was as if the people in some Welsh town with an unpronounceable name had solemnly affirmed that henceforward they were to be independent of the British Empire and proposed setting up house with Mr. Lloyd George at the head of affairs. But the analogy is not altogether satisfactory. Great as are China's troubles, she has escaped the misfortune of producing a Lloyd George.

A DESERVED HONOUR.

Albert Medal for Major-General Anderson.

General satisfaction will be felt at the news to hand of an honour conferred on Major-General C. A. Anderson, C.B., commanding the troops in South China. The King has been pleased to approve of the Albert Medal being conferred on him in recognition of his gallantry in saving life on the occasion of a fire caused by an explosion of cordite at Ferozepore in 1908. Captain C. O. Dismor was awarded the Albert Medal of the first class in the same connection, and several other awards of the Medal of the second class were also made.

No one can read the official account, which is here given, without feeling that the honours are fully merited:—

The Official Account.

On August 30, 1908, a fire broke out in one of the magazines of the Ferozepore Arsenal, comprising five cells, in which were stored cordite, small arms' ammunition and gunpowder. At an early stage the ends of one of the outer cells (No. 10) were blown out by an explosion of cordite, while from cell No. 9, where small arms' ammunition was stored, smoke was seen to be issuing. Major-General Anderson, who directed the subsequent operations from a roof at the edge of the magazine compound, at a distance of some twenty yards, having ordered all persons to be cleared out of the fort, and placed a cordon round it at 1,000 yards distance, a steam fire engine was got to work, and the fire party which had been organized commenced their highly dangerous task of clearing cell No. 8, in which was stored some 10,000 lb. of gunpowder; they eventually succeeded in so doing, thereby cutting off the fire by the intervention of an empty cell. Had the powder in this cell exploded, the explosion must have been communicated to cells in an adjoining magazine where 300,000 lb. of gunpowder were stored.

High Courage.

Captain Donovan volunteered to clear cell No. 8, and led the fire party, and all concerned acted with the greatest coolness in circumstances calling for a high degree of courage. The door of the cell was opened and the fire hose turned on. Major Campbell joined the party in the cell and returned in a short while and reported to General Anderson that, though the cell was full of smoke and the barrels hot, there was no actual fire in the cell. As, however, the explosions in the ruined cell No. 10 were becoming more violent, General Anderson, fearing that the barrels of powder which were being removed from cell No. 8 would be ignited, ordered the discontinuance of efforts to clear the cell; the pumping engine was, however, kept at work by Mr. Dow and some native assistants. A series of heavy explosions of cordite now took place, and on the occurrence of a full Captain Clarke went to reconnoitre, and reported that cell No. 9 was still apparently intact. Major Campbell and Mr. Pargiter subsequently went into the enclosure to investigate, and on their report being received a party, including several officers, was organized, and the removal of the powder barrels in cell No. 8 was recommenced under cover of the fire hose. During their removal the last important explosion of cordite took place some twelve yards away. Eventually all the barrels were removed without accident.

Gun hydrophobia—be caught from a fox-bite? An English master-of-hounds died of this distressing complaint the other day, and his death was attributed to a bite he received from a fox at the end of last hunting season. Upon this several doctors denied that it was possible for the poison of hydrophobia to be conveyed by a fox. Further investigation is being made. In the correspondence which has arisen out of this incident a Cheshire clergyman describes a drastic method by which he cured himself of a fox bite in his undergraduate days. He had been told that the best thing to do for a mad dog bite was to burn it out. He took several lighted fuses, matches, and plugged them one after the other into the wound, afterwards filling up the hole with ointment. It healed quickly and completely and gave him no more anxiety. It is a rude and painful sort of precaution, but it is as effective as is claimed for it, it is worth knowing. One wonders whether it would be at all effective in the case of a snake-bite when a doctor was not living locally. Perhaps some readers could furnish us all information of this kind.

TELEGRAMS.

THE WAR.

ARABS THREATENING.

[SERVICE TO THE TELEGRAPH.]

Bombay, Oct. 27, 8.7 a.m.
A message from Tripoli states that an aeroplane on Tuesday morning found six thousand Arabs encircling a portion of the Italian front.

Simultaneously the Italians again found a number of armed local Arabs threatening their rear. Thereupon the warships shelled them in order to clear them out.

Three hundred of the enemy's dead have been found outside the Italians' left; they had apparently been killed in Monday's affair. The Italians continue to seize rifles in Tripoli which have been hidden in cellars and wells. They have also secured over a million cartridges.

CRACK STOP-GAPS.

Durban, Oct. 26, 8.50 p.m.
A crack Italian regiment of grenadiers is proceeding to Tripoli to fill the gaps created by the recent casualties.

ARAB MUNITIONS.

Durban, Oct. 26, 9.55 a.m.
Two thousand Arabs have been arrested at a town near Tripoli, and quantities of hidden arms were seized.
Huts full of provisions and ammunition were burned.

ITALY'S SOVEREIGNTY.

Durban, Oct. 26, 3.30 p.m.
Italy has notified the Powers that Italian sovereignty has been established from the Egyptian to the Tunisian boundaries and inland to the English and French spheres of influence.

ITALIANS TO ADVANCE.

Durban, Oct. 27, 8 a.m.
Renter's correspondent at Milan states that General Canova has completed his plans for an advance into the interior.

They include an elaboration of the system of blockhouses instituted during the South African War.

A chain of forts is to be constructed from Tripoli to Ghazal.

INHUMAN TACTICS.

Renter's correspondent at Malta states that arrivals from Tripoli describe the fight on Oct. 23 as a very severe one.

The Turks feigned to retreat into the desert and then tried to envelop the Italians.

Three companies of the Bersaglieri were annihilated. Several officers were taken prisoners and were afterwards hanged and their bodies mutilated.—Renter.

A GHASTLY TRAGEDY.

FAMILY INCINERATED.

[SERVICE TO THE TELEGRAPH.]

Durban, Oct. 26, 9.55 a.m.
A family of four has been incinerated at a fire at a shop at Walworth, used as a news agency and for retailing fireworks.

The father, blazing like a torch, was forcibly restrained from rushing back into the flames to rescue his family.

He was removed to a hospital in a critical condition.—Renter.

OVERWORKED.

M. P.'S SUICIDE.

[SERVICE TO THE TELEGRAPH.]

Durban, Oct. 27, 11.15 p.m.
An inquest held on the body of the late Dr. A. P. Hillier, M.P., resulted in a verdict of suicide during temporary insanity.

Evidence was given of a nervous breakdown due to overwork from Parliamentary work. Dr. Hillier did not suffer from any kind of domestic or financial trouble.—Renter.

QUARANTINE LAWS.

Alleged Evasion.

Singapore papers that arrived yesterday contained long reports of the hearing of the charge of having made a false declaration with regard to infectious disease, preferred against the Captain and Doctor of the steamer Cufonia. It will be remembered that on Oct. 2 our Singapore correspondent telegraphed that it was alleged that between forty and fifty bodies of persons who had died from cholera had been thrown overboard during the voyage from Swatow including several which were dumped in Singapore harbour.

When the case was called on Oct. 18 it was announced that the two defendants had gone to Calcutta on the Cufonia, but would be back on Oct. 30. The hearing of evidence was, however, proceeded with.

Revolted Evidence.

One witness who was called entered the witness-box carrying a young child in his arms. He gave his name as Soe Heek-lua, ricksha coolie. He said he and his wife and child were passengers from Amoy to Singapore on the Cufonia. During the typhoon on the way down his wife was sea-sick, but after the storm she was well. A day or two later she became ill again and was vomiting and purging severely. A Chinaman took her to the dispensary, where he met another Chinaman. He told the latter that his wife was ill and described her symptoms, and that the Chinaman spoke to a "foreigner" who was present. The "foreigner" gave witness some medicine which he took to his wife. She did not get any better; so he paid two more visits to the dispensary and received more medicine on each occasion from the "foreigner." The medicine was made up of a mixture of some white and some yellow stuff. The "foreigner" did not go to see his wife. He did not know whether he was a doctor or not, but no doctor came to see his wife. These visits to the dispensary all took place in the same day. That night, the Chinaman from the dispensary came and told witness he would have to move his wife to the stern of the ship as that was the place for sick people. He took her there and stayed beside her. He saw four or five sick people there. He noticed that they were vomiting and three of them died that night. The ship got near Singapore the following morning. His wife was still in the same condition. The same Chinaman as before told him to take her below, and witness took her down to the hold. He did not stay there with her, but was told to go up on deck again. No one else was in the hold and there was no cargo there. When the ship arrived in Singapore, witness was told that a European was coming on board to count the passengers. He was examined by a European. He then went down with his child, being told to come back later to get his wife. Two or three hours after dark that night he went aboard again, accompanied by a friend, in order to fetch his wife ashore. He was met by the Chinaman from the dispensary, who said his wife had died and her body had been thrown overboard. The man added that if he (witness) did not go ashore at once he would be arrested, so he went ashore and was not arrested or obstructed.

Cross-examined.

His wife was still alive when he took her down into the hold. He carried her on his back. Bodies in Bags. Re-examined: The bodies of the three people who died at the stern of the ship were thrown overboard. They were put into bags by coolies of the ship, two bags being joined together to contain each body. On the morning of September 23, the day of arrival, he saw two more bodies being thrown overboard. Cross-examined: There were no large openings in the passage in which these people died and their bodies, in the bags, had to be carried upstairs. He saw them being carried up, but he did not see them being thrown overboard. Lee Kim-moy, a coolie, stated that he came to Singapore as a passenger on the Cufonia. He was with him; and he was ill at 9 o'clock on the night of the 22nd. He died of cholera the following morning. While he was ill, Lee Ah-kay vomited and purged and, on the instructions of the sailors, witness carried him to the after part of the ship. He could not get any medicine for his nephew, because when he asked the sailors they said that it could not be obtained because everyone was asleep. He could not even get water. He asked the cooks and the sailors for it and offered to buy it, but they said: "No water." Previous to his nephew's death witness had seen four other people die of cholera on the steamer and he noticed that the dead people's nails went black. The first case occurred on September 20 and the victims were ill about one day. When anyone took ill the sailors removed the patient to the stern of the ship. Witness had never seen cholera prior to this voyage. His nephew died at 7 a.m. on the 23rd and he did not know what happened to the body. Witness did not see it after his nephew's death because he was asked to leave that part of the ship. Cross-examined: Witness only knew that what the people died of was "the vomiting and purging." He saw four persons die in the "tween-decks" not counting the people who were taken away ill. The bodies of the dead were removed and he did not know what became of them. A ricksha puller named Low Ah-tay, of Parvis Street, said he went on board the Cufonia on her arrival on Sept. 23 to meet his father, whom he found lying sick in the "tween-decks" among some other sick people. His father was unable to speak. Witness carried him up to the upper deck, where he died almost immediately. Witness thought of making a report at the police station, but the Chinese said he must not, so he went ashore again, leaving the body on board. He did not make a report. The hearing has been adjourned until Oct. 30.

WANTED A GOOD TIME.

Fireman Deserts Ship at Shanghai.

Before Commander G. W. Beckwith, R.N., Harbour Master, at the Marine Court this morning, Capt. J. C. Young, Master of the s.s. Mexican Prince, charged T. Carrick, a fireman on his ship, with deserting himself without leave at Shanghai.

Captain Young stated that on October 20, defendant left the ship at 11 a.m., and informed the Chief Engineer that he was going ashore to have a good time and that he could put another man on in his place. The ship left Shanghai at 6 a.m. the following day, up to which time defendant had not returned. The crew knew that the ship was sailing the next day. He had had a lot of trouble with the defendant. Defendant was sent down to Hongkong by the Agent and came on board drunk. Witness refused to have him on board as being an undesirable.

The Chief Engineer gave corroborative evidence and said that the defendant had been on board for about eight months and got drunk whenever he got a chance. The Magistrate, in passing sentence, said he took into consideration the trouble and annoyance defendant had caused to the whole ship and sentenced him to two months' hard labour.

Dutch New Guinea.

In a Dutch official report regarding the state of affairs in South New Guinea during July, 1911, the following appears:—From the 13th to the 18th a visit was made to certain tribes living near the upper reaches of the River Meran. The acting Controller and the Rev. Van der Rooy made this tour together, accompanied by seven armed policemen. They steamed up the river in the Glatic for two days, and journeys were made into the interior. Some kampongs were inhabited and some were deserted. There was not much difference from the landscapes and people here and those at the coast. But it was ascertained with certainty that nearly all the tribes in this region (Upper Meran) are cannibals. They do not admit this, however. In one of the kampongs trophies of skulls and small stacks of arm and thigh bones were met with.

SPORT.

Hongkong Association Football League Fixtures.

The following are the fixtures in the Hongkong Association Football League, second division, for this season:—

1st Round:—B. O. C. v. L. F. C.: 87 Coy. R. G. A. v. Corpls. K. O. Y. L. I.: Hongkong Police v. Sub-Marines: 83 Coy. R. G. A. v. 88 Coy. R. G. A.: Departmental bye: Must be completed on November 4, 1911.

2nd Round:—87 Coy. R. G. A. v. Sub-Marines: Departmental v. Hongkong Police: Corpls. K. O. Y. L. I. v. B. O. C.: 88 Coy. R. G. A. v. L. F. C.: 83 Coy. R. G. A. bye: Must be completed on November 11, 1911.

3rd Round:—88 Coy. R. G. A. v. Departmental: B. O. C. v. 88 Coy. R. G. A.: Sub-Marines v. Corpls. K. O. Y. L. I.: 87 Coy. R. G. A. v. Hongkong Police: L. F. C. bye: Must be completed on November 18, 1911.

4th Round:—L. F. C. v. Sub-Marines: Departmental v. B. O. C.: 83 Coy. R. G. A. v. 87 Coy. R. G. A.: 88 Coy. R. G. A. v. Hongkong Police: Corpls. K. O. Y. L. I. bye: Must be completed on November 25, 1911.

5th Round:—Corpls. K. O. Y. L. I. v. 83 Coy. R. G. A.: L. F. C. v. Departmental: B. O. C. v. Sub-Marines: 89 Coy. R. G. A. v. 87 Coy. R. G. A.: Hongkong Police bye: Must be completed on December 2, 1911.

6th Round:—Hongkong Police v. B. O. C.: 83 Coy. R. G. A. v. Sub-Marines: Departmental v. Corpls. K. O. Y. L. I.: 87 Coy. R. G. A. v. L. F. C.: 88 Coy. R. G. A. bye: Must be completed on Dec. 9, 1911.

7th Round:—88 Coy. R. G. A. v. Sub-Marines: Departmental v. 87 Coy. R. G. A.: 83 Coy. R. G. A. v. L. F. C.: Hongkong Police v. Corpls. K. O. Y. L. I.: B. O. C. bye: Must be completed on Dec. 16, 1911.

8th Round:—B. O. C. v. 83 Coy. R. G. A.: Hongkong Police v. L. F. C.: Corpls. K. O. Y. L. I. v. 88 Coy. R. G. A.: Departmental v. Sub-Marines: 87 Coy. R. G. A. bye: Must be completed on December 23, 1911.

9th Round:—87 Coy. R. G. A. v. B. O. C.: Corpls. K. O. Y. L. I. v. L. F. C.: 83 Coy. R. G. A. v. Hongkong Police: 88 Coy. R. G. A. v. Departmental: Sub-Marines bye: Must be completed on December 30, 1911.

10th Round:—87 Coy. R. G. A. v. Sub-Marines: Departmental v. Hongkong Police: Corpls. K. O. Y. L. I. v. B. O. C.: 88 Coy. R. G. A. v. L. F. C.: 83 Coy. R. G. A. bye: Must be completed on January 6, 1912.

11th Round:—B. O. C. v. L. F. C.: 87 Coy. R. G. A. v. Corpls. K. O. Y. L. I.: Hongkong Police v. Sub-Marines: 83 Coy. R. G. A. v. 88 Coy. R. G. A.: Departmental bye: Must be completed on January 13, 1912.

12th Round:—83 Coy. R. G. A. v. Departmental: B. O. C. v. 88 Coy. R. G. A.: Sub-Marines v. Corpls. K. O. Y. L. I.: 88 Coy. R. G. A. v. Hongkong Police: L. F. C. bye: Must be completed on January 20, 1912.

13th Round:—L. F. C. v. Sub-Marines: Departmental v. B. O. C.: 83 Coy. R. G. A. v. 87 Coy. R. G. A.: 88 Coy. R. G. A. v. Hongkong Police: Corpls. K. O. Y. L. I. bye: Must be completed on January 27, 1912.

14th Round:—Corpls. K. O. Y. L. I. v. 83 Coy. R. G. A.: L. F. C. v. Sub-Marines: 88 Coy. R. G. A. v. 87 Coy. R. G. A.: Hongkong Police bye: Must be completed on February 3, 1912.

15th Round:—Hongkong Police v. B. O. C.: 83 Coy. R. G. A. v. Sub-Marines: Departmental v. Corpls. K. O. Y. L. I.: 87 Coy. R. G. A. v. L. F. C.: 88 Coy. R. G. A. bye: Must be completed on February 10, 1912.

16th Round:—88 Coy. R. G. A. v. Sub-Marines: Departmental v. 87 Coy. R. G. A.: 83 Coy. R. G. A. v. L. F. C.: Hongkong Police v. Corpls. K. O. Y. L. I.: B. O. C. bye: Must be completed on February 17, 1912.

17th Round:—B. O. C. v. 83 Coy. R. G. A.: Hongkong Police v. L. F. C.: Corpls. K. O. Y. L. I. v. 88 Coy. R. G. A.: Depart-

mental v. Sub-Marines: 87 Coy. R. G. A. bye: Must be completed on February 24, 1912.

18th Round:—87 Coy. R. G. A. v. B. O. C.: Corpls. K. O. Y. L. I. v. L. F. C.: 83 Coy. R. G. A. v. Hongkong Police: 88 Coy. R. G. A. v. Departmental: Sub-Marines bye: Must be completed on March 2, 1912.

Cricket.

By the courtesy of the Craighover C.C. a match will be played between the R. A. M. O. and Civil Service A. The latter team will comprise:—Messrs. H. L. O. Garrett, J. R. Wood, E. Edmonds, H. Ellis, J. Spittles, S. Kelly, J. McEwen, F. Bacon, J. A. Bullin, E. W. Dawson and A. N. Other.

Hongkong Football Club. A match, Whites versus Colours, will be held on the Hongkong Club ground, to-morrow, at 4.30 p.m.

The teams are:—Whites: Miller, McCubbin, Hamilton, C. Wilkie, Barlow and Campbell; Joseland, Rigdon, Vivesh, Stubbs and Forde. Colours: Goggin, Jones, Griffin, Chapman, Lowick, Moon, Aitcheson, Roberts, Wilson, Helly and P. Wilkie. Referee: Mr. A. P. Storrie.

A TRAGIC DEATH.

The following is from the "N. C. Daily News" of October 23:—

In a manner which recalled the sad happening on the Shanghai Racecourse on the "Off" Day of the Spring Race Meeting, the annual sports of the Shanghai Municipal Police, held on Saturday afternoon, were marred by a tragedy. As the large crowd of people were leaving the enclosure in which the sports had taken place, after witnessing an interesting afternoon's sport, Mr. John T. Manley, an old and well-respected member of the Imperial Maritime Customs staff, was very suddenly taken ill. He was seen by a number of friends to fall to the ground, and was assisted to his feet again, but after remarking something about the suddenness of his fall, he collapsed again. Dr. Marsh and Dr. Billingshurst, who had been viewing the athletic sports, rendered immediate assistance, but Mr. Manley was beyond human aid and expired in a few minutes. The occurrence created a painful sensation, especially as one of the deceased man's sons had won one first and one second prize in the bicycle races at the sports and was at the time of his father's seizure and death receiving his prizes from the hands of Mrs. Fraser.

It is stated that the annual output of tobacco in Korea is about 4,300,000 kwan, valued at 2 million yen. In addition to this amount over Y1,110,000 worth of tobacco is imported from Japan, Proper, China and America. The importation of cigars, cigarettes and cut-tobacco is mostly carried on by the Oriental Tobacco Company and the British-American Tobacco Company, the former importing them from Japan Proper and the latter from Shanghai. The "Soul Press" says that it is thought that a great quantity of Chinese tobacco is smuggled across the northern frontier of Korea. The annual tax levied on Korean tobacco cultivators and sellers amounts to Y200,000 and Y40,000 respectively.

DON'T FORGET.

Friday, October 27.
Reception on the s.s. Shinyo Maru, from 4 to 6 p.m. (Launches from Blake Pier every 15 minutes).

Monday, October 30.
Auction of the King Edward Hotel.

Tuesday, October 31.
Ministering Children's League Sale, Volunteer Parade ground.

Wednesday, November 1.
Licensing Board Meeting.

Thursday, November 2.
Soohei Rampat annual general meeting, 8 A. Des Voeux Road, 4.30 p.m.

Legislative Council meeting.

Friday, November 3.
Cathedral Choir Concert.

Wednesday, November 8.
Sale of work and concert at Union Church Hall.

MILK

FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

G. 1112 R. NOTICE.

IT is hereby notified that on and after WEDNESDAY, the 1st of November, the SUPPLY of WATER to the Rider Main Districts will be controlled by bringing the Rider Mains into operation and that Water will be turned on to each Rider Main daily for two consecutive hours. Information as to the hours of supply to any particular property may be obtained on application at the Office of the Water Authority or Registrar General, or at the Tung Wah Hospital, W. CHATHAM, Water Authority.

Public Works Department, Hongkong, 27th Oct., 1911. [1466]

JOHN THOMAS COTTON.

VETERINARIAN & FARRIER (Qualified).

Business Address—
AH TOO STABLES,
No. 7, Russell Street,
Hongkong.
Telephone No. 272,
Hongkong, 27th July, 1911. [106]

GREEN ISLAND CEMENT COMPANY, LIMITED.
PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.
SHEWAN TOMES & CO
General Managers.
Hongkong, 18th Aug., 1910 [R.]

HIPS PASSED THE CANAL.

10th October—Achilles, Indragadi, Palawan, Slavonia, Socotra, 10th October—Bentwaters, Benedit, Indragadi, Lethian, Ningchow, Peking, Sibilonia, Indragadi. 18th October—Tulow, Miyasaki Maru, Princess Alice, Stentor, Tourne. 17th October—Ayono, Myrmidon, Nippon, Ping Suey, Sa dila, Katsuna, Alesia. 24th October—Calchouen, Moanmoukhire, Yang Tze, Kansas. 24th October—Bendler, Dabighibire, Penesca. Arrivals at Home: 6th October—Hirano Maru, Indien, Sagovia. 7th October—None. 10th October—Infercyde, Kanagawa Maru, Pelous, Prinz Ludwig. 18th October—Longsor, Polynesian, Titan. 17th October—Astyanax, Bepawore, Bragavira, Glenhan, Glenroy, Silela, Jeario. 20th October—Ajar, Ma'mam, Sikh, Den of Omble, Tazgo Maru. 24th October—Ambria, Saxonia.

POPULAR

"ASAHI" BEER



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. [43]

HONGKONG HOTEL.

BY kind permission of Pacific Mail Steamship Company, The Dard of the S.S. "KOREA" will give

A CONCERT TO-NIGHT! commencing at 9 p.m.

Owing to the weather the Concert will be held on 1st Floor Lounge. J. H. TAGGART, Manager. Hongkong, 27th Oct., 1911. [1458]

MINISTERING CHILDREN'S LEAGUE.

UNDER THE PATRONAGE OF His Excellency the Governor and Lady Lugard.

A BAZAAR and FANCY PETE will be held (by kind permission of Commandant and Officers Hongkong Volunteer Corps) on the Volunteer Parade Ground, on TUESDAY, October 31st, from 2.30 to 7 p.m. Many Novelties suitable for Christmas Presents.

3.45 p.m.—Children's Variety Entertainment.

5.30 p.m.—Auction

6.15 p.m.—Variety Entertainment. If not the Bazaar will be held in the Volunteer Head-Quarters.

Proceeds to be divided amongst various local charities for children and the Hongkong Cot in the M.C.L. Be as at Ottenshaw Surrey.

NO CHITS TAKEN. Hongkong, 18th Oct., 1911. [1444]

VERY OLD

G SCOTCH WHISKY. P LIQUEUR.

CONNOISSEURS

PLEASE NOTE THAT

This famous brand of Liqueur Whisky has been placed on the market to stand the test against all the leading Whiskies now advertised. As a Good, Clean, Mellow and Palatable Whisky it has no equal. Once given a trial its success is assured. Don't forget when ordering insist on getting G.P.

Price \$20.00

Per Case of 12 Bottles.

A SPECIAL DISCOUNT GIVEN ON ORDERS FOR FIVE CASE LOTS OR MORE.

SOLE AGENTS—

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WINE & SPIRIT MERCHANTS,

Tel. No. 135. 12, Queen's Road Central. Hongkong, 24th October, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.S. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John
"EMPERESS OF INDIA" .. Sat., Nov. 4.	"EMPERESS OF BRITAIN" .. Fri., Dec. 1
"EMPERESS OF JAPAN" .. Sat., Dec. 2.	"EMPERESS OF BRITAIN" .. Fri., Dec. 22
"EMPERESS OF AUSTRALIA" .. Sat., Dec. 30.	"EMPERESS OF BRITAIN" .. Fri., Dec. 22

S.S. "EMPERESS OF INDIA" calls at Moji instead of Nagasaki.

Steamers will depart from Hongkong at 7 a.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) .. £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "EMPERESS OF INDIA" carries only "One Class" of Saloon Passengers (Second Intermediate) the accompanying facilities and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate and 1st Class via Canadian and American Railways.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. ORADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDOCHINA STEAM
NAVIGATION CO., LD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
SHANGHAI	LOKSANG	Friday, 27th Oct., 4 p.m.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Saturday, 28th Oct., Noon.
MANILA	YUENSANG	Saturday, 28th Oct., 2 p.m.
SHANGHAI	CHOYSANG	Thursday, 2nd Nov., Noon.
SANDAKAN	CHUENSANG	Saturday, 4th Nov., Noon.
MANILA	LOONGSANG	Saturday, 4th Nov., 2 p.m.

RETURN TOURS TO JAPAN, (Occupying 21 days).

The steamers "Kutang," "Namsang" and "Pookang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kuantan, Labud, Semporna, Tawau, Usukan, Jessellon & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD. General Managers.

Telephone No. 215. Hongkong, 27th October, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D.W.	On or about
STRATHLYON	J. R. Shaw	8,000	November 21st.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland-Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the latest design, have most commodious accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central.

Telephone No. 780. Hongkong, 26th October, 1911.

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS:

S.S. "DONERIC"

S.S. "KATANGA"

For rate of Freight or Passage, apply to THE BANK LINE, LIMITED, Managing Agents.

Telephone No. 36. Hongkong, 27th Oct., 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE.	KAGA MARU, Capt. M. Hagino, Tons 7,000.	WEDNESDAY, 8th Nov., at Daylight.
PENANG, COLOMBO AND PORT SAID.	ATSUTA MARU, Capt. Wm. Thompson, T. 9,000.	WEDNESDAY, 22nd Nov., at Daylight.
	HITACHI MARU, Capt. T. Yamawaki, T. 7,000.	WEDNESDAY, 6th Dec., at Daylight.

VICTORIA, B.C. & SEATTLE	KAMAKURA MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 4th Nov., from KOBE
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VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, OSAKA, and YOKOHAMA	AWA MARU, Capt. Irizawa, Tons 7,000	TUESDAY, 7th Nov., at Noon.
	INABA MARU, Capt. S. Tominga, Tons 7,000	TUESDAY, 5th Dec., at Noon.

SYDNEY & MELBOURNE, via MAXILLA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU, Capt. T. Sekino, Tons 6,000	FRIDAY, 24th Nov., at Noon.
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SHANGHAI, MOJI & KOBÉ	CEYLON MARU, Capt. Tozawa, Tons 6,000	TUESDAY, 7th November.
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N'SAKI, KOBÉ & YOKOHAMA	NIKKO MARU, Capt. M. Yagi, T. 6,000	WEDNESDAY, 22nd Nov., at Noon.
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BOMBAY via SINGAPORE & COLOMBO	WAKASA MARU, Capt. N. Nielsen, T. 7,000	WEDNESDAY, 31st October.
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Fitted with new system of wireless telegraphy. Carries deck passengers. Cargo only.

NEW LINE OF STEAMERS BETWEEN KOBÉ and CALCUTTA.

Regular service (once in every 15 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The first steamer to sail from Hongkong: "KIRIN MARU" .. Tons 4,000 .. Capt. Deguchi .. Nov. 2nd.

1912 PASSENGER SEASON 1912

Steamer	Tons	Captain	From Hongkong
TANGO MARU	8,000	K. Kawara	Feb. 14th.
KAMO MARU	9,000	P. L. Sommer	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 18th.
MISHIMA MARU	9,000	A. O. Mosses	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Murai	May 22nd.

Steamer	Tons	Captain	From Hongkong
INABA MARU	7,000	S. Tominga	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 26th.
SANUKI MARU	7,000		April 9th.
AWA MARU	7,000	T. Irizawa	April 23rd.
INABA MARU	7,000	S. Tominga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
SHANGHAI	ANSHUI	28th Oct., 8 p.m.
HOIHOW & HAIPHONG	SINGAN	29th " 8 a.m.
MANILA, CEBU & ILOILO	TAMING	31st " 4 p.m.
SHANGHAI	CHENAN	2nd Nov., 4 p.m.
SHANGHAI	LINAN	4th " 8 p.m.
WEIHAIWEI & TIENTSIN	HUIHOW	5th " 8 p.m.
MANILA, ILOILO & CEBU	TEAN	7th " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin crew Steamers "Teon" and "Taming," saloon accommodation and electric fans fitted; extra state-rooms on deck aft. Saloon accommodation of s.s. "Kallong" is situated on deck aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinghua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Telephone No. 36. Hongkong, 27th Oct., 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For	STEAMERS.	SAILING DATES.
Shanghai, Kobe & Yokohama:	S.S. Slavonia	3rd Nov.
Scandia	16th Nov.	
Spezia	2nd Dec.	
Segovia	14th Dec.	
Silesia	27th Dec.	
Ambria	10th Jan.	
Goldens	24th Jan.	

HOMEWARD.

For	STEAMERS.	SAILING DATES.
Havre, Bremen & Hamburg:	S.S. "Benigambie"	28th Oct.
Havre & Hamburg:	S.S. "Bayera"	8th Nov.
Rotterdam, Hamburg & Antwerp:	S.S. "Sachsen"	12th Nov.
Rotterdam, Hamburg & Antwerp:	S.S. "Aralia"	16th Nov.
Havre & Hamburg:	S.S. "Freienfels"	21st Nov.

For Further Particulars, apply to—

Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 27th October, 1911.



HONGKONG PHILIPPINES STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4000	S. Crosby	MANILA, OEBU & ILOILO	TUESDAY, 31st Oct., 4 p.m.
ZAFIRO	4000	M. C. Smith	MANILA, OEBU & ILOILO	FRIDAY, 10th Nov., 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 27th October, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOL.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Freight and Passage, apply to

A. R. MARTY, 24, Des Vaux Road.

Telephone 118. Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS	27th Oct.	Saturday, Nov. 11.
EASTERN	17th Nov.	Dec. 9.
ALDENHAM	1st Dec.	Dec. 23.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.

TOYO KISEN KAISHA

Imperial-Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration)

Steamer	Tons	Captain	Date of sailing
S.S. "Shinyo Maru"	21,000	H. S. Smith	Nov. 3rd, Noon.
S.S. "Chiyo Maru"	21,000	W. W. Greco	Dec. 1st, Noon.
S.S. "Nippon Maru"	11,000	A. G. Stevens	Dec. 22nd, Noon.
S.S. "Tenyo Maru"	21,000	E. Bent	Dec. 29th, Noon.

These steamers are equipped with Turbine Engines and Triple Screws. All steamers carry Japanese Government wireless telegraph and post office. The Triple Screw steamer Shinyo Maru will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU on FRIDAY, the 3rd November, at Noon.

INTERMEDIATE SERVICE.

The S.S. "Nippon Maru" will be run as an Intermediate Steamer on and from 22nd December, 1911. Rates of passage furnished on application.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Date of sailing
Hongkong Maru	11,000	Wednesday, Dec. 13, Noon.
Kiyo Maru	17,000	Tuesday, Feb. 13, Noon.

The Steamer "HONGKONG MARU" will be despatched to MEXICAN, PERUVIAN and CHILEAN PORTS via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, and HONOLULU on FRIDAY, the 3rd November, at Noon. For further particulars apply to

K. MATSUDA, Agent, KING'S BUILDING, (Opposite Blake Pier).

COMMERCIAL.

Trade at Kobe.

Referring to trade in Kobe and district Mr. Layard, H.B.M. Consul, says, *inter alia*—

Development in local industrial concerns is most noticeable in electric enterprises, such as electric trams and railways, and in the installation of power stations for electric lighting, gas, etc. Although the aspiration of the Japanese merchant is towards "direct trade" and the elimination of the foreign merchant as the medium of trade altogether, there seems no likelihood of such an untoward consummation. With the exception of those Japanese firms with well-established business connections abroad, the majority must find it to their profit to deal with the local foreign merchant, who is fully informed as to requirements in his own country. Foreign firms on the spot who import machinery and other lines of goods keep themselves fully posted as to Japanese requirements, and are also in the best position to fill contracts which are made privately and are not put up to public tender.

At the same time there seems to be a complaint of the lack of British commercial travellers—not a new complaint by any means in the Far East. Such men should be experts, though not necessarily acquainted with the Japanese language, as English is the nearly universal business tongue in Japan and in any case interpreters can be secured if required. Another complaint not seldom made by British firms is against the system of long credits—as long as three years sometimes—practised by certain firms of other nationalities—a complaint, however, which needs no further comment than that it is entirely within the choice of the parties concerned if they wish to take the risk entailed in the practice referred to.

Singapore Share Report.

The following is Messrs. Fraser & Co.'s share report, dated Oct. 20.

There has been some improvement in the market since our last report, and business has been well distributed over the various sections. The tone has been steady with few fluctuations of any importance.

Rubber.—A considerable business has been done in Duffa, which close steady at 12s. Highlands have been placed at 75s. 3d., Alor Pongus at 11s. 6d., Landrons at 65s. and Batang Malakas at 2s. 1.1.21. New Singapore are quiet at \$5.10. Ayer Panas are firm at \$4.75 and Margus are wanted at \$1.30. Balgownie have been done at \$7. Penak River Valleys par, and Ladellas \$10 cum dividend.

Mining.—Tronohs have been an active market and close firm at \$25. Tongkah Harbours have been in good demand with business at \$21.25 to \$21. Baus are firm at \$2.75 with a great scarcity of shares. Pusing Lamas had a sharp rise to \$3.25, but closed easier with buyers at \$2.50.

General.—Steamships have been weaker with business down to \$247.50. Straits Traders are quiet at \$49.50 to \$50. Singapore Municipal and Riley Hargreaves Debentures are both wanted at slightly over quotations. Shells are steady at 84s. Fraser and Neaves at \$47 and Cold Storages at \$28 ex dividend.

Just Unpacked

BEST ENGLISH MADE

BALL BEARING

ROLLER

SKATES

ALL SIZES

DRAGON CYCLE

DEPOT

LOG BOOK.

The French Navy.

All the friends of peace will rejoice, as much as its enemies will deplore, the great effort that France is proposing under her capable Minister of Marine, M. Delcasse, to regain her old position in naval strength among the European nations. The naval equilibrium of Europe must always remain a great factor among those things that count for so much when peace or war is in the balance. While the Triple Entente and the Triple Alliance remain even moderately balanced in naval power wise counsels are far more likely to prevail when delicate questions are under discussion in diplomatic circles than would be the case did a predominance of sea-fighting strength lie on either the one side or the other. That M. Delcasse will be allowed to proceed with his naval proposals, and that France will carry out the suggested programme of warship building over a series of years, there appears to be no reasonable doubt, although this policy has its critics, as all other proposals for arresting the decay of the sea power of France has unfortunately possessed since the debacle in 1870. Our neighbours have long since re-established their financial position in Europe, without at the same time re-establishing those ample naval budgets which had to be temporarily cut down to pay off the financial burden imposed on her by Germany, but which are essential to-day if she would hold her own in an almost ruinous naval competition. This criminal competition has sprung up chiefly from the thinly-veiled aspirations of a great military nation to dominate the sea as well as the land and usurp the place so long held by this country, whose very life and breath depends as much upon maritime supremacy as her great rival's position in Europe depends upon the maintenance of a military force which will defy all attacks from whichever side directed.—"The Globe."

Shipping at Kobe.

The British Consular report on trade at Kobe says:—

An increase of over 200,000 tons in the total tonnage of vessels entering the port of Kobe in 1910 makes good, and is more than double the amount of the decrease of 1909 on the year 1908, whilst the number of vessels increased by 55 in the year under review. Whilst a few nationalities show an increase of one or two vessels, by far the largest proportion of the total advance must be credited to Japanese shipping with an increase of 41 steamers of 141,528 tons in all. British shipping entering at the port of Kobe in 1910 showed an increase on 1909 of 51,033 tons, but a total number of 525 vessels as against 528 in that year. Only one British sailing vessel called at Kobe.

Owing to the approaching change in the Customs tariff there had been a rush to import ships for sale locally before July 17, and up to the end of 1910 four British steamers of a total of 10,168 tons were imported and sold to Japanese.

To Let

TO LET.

GODOWNS, 151 to 155, PRINCE STREET, EAST.
"CREGGAN" 39, The Peak.
THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.
Hongkong, 1st July, 1911. [158]

TO LET.

GODOWN No. 54, PUEDELL STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.
Hongkong 1st July, 1911. [151]

TO LET.

OFFICES on 14 and 2nd Floors now in course of erection at No. 6, DES VIGUE ROAD to be let.
Apply to
DAVID SASSOON & Co.
Hongkong, 16th Oct., 1911. [107]

A LING & CO.
FURNITURE AND PHOTO SUPPLIES.
DEVELOPING, PRINTING AND ENLARGING.
9, Queen's Road. [184]

Intimations

AERTEX CELLULAR.

REGAL

SHOES

J. T. SHAW,

TAILOR

and

OUTFITTER,

21, Hongkong Hotel Buildings, Queen's Road. [1258]

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 15 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 15 min.
2.15 p.m. to 3.00 p.m.	" 15 min.
3.00 p.m. to 3.10 p.m.	" 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 minutes.

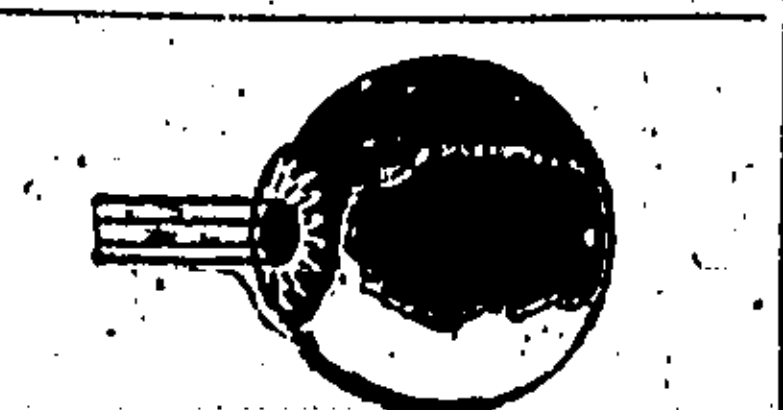
SUNDAYS.

6.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.30 a.m. to 12.00 p.m.	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 2.00 p.m.	" 15 min.
2.00 p.m. to 3.00 p.m.	" 10 min.
3.00 p.m. to 3.10 p.m.	" 10 min.
3.10 p.m. to 3.15 p.m.	" 5 min.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 16th June, 1911.

SUN GLASSES.

Any tint made to any prescription.
No charge for testing sight.
Repairs of all description made by competent workmen.

N. LAZARUS,
Ophthalmic Optician,
14, D'Aguiar Street,
Hongkong.
Hongkong, 24th July, 1911. [329]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).
THE OFFICE OF
TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,
Underwritten and Executed
SHEWAN, TOMES & Co.
General Managers,
London, 19th March, 1908. [1]

SHIPOBUILDERS, SALVORS, AND REPAIRERS, BOILERMAKERS
FORGEWASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.
Modern Appliances for quick construction and repair of Ships:
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools,
installed throughout the Works.
50-ton Hydraulic TESTING MACHINE
for Chains, Wire Ropes, Rivets
and Metal Specimens.

SHIPOBUILDERS, SALVORS, AND REPAIRERS, BOILERMAKERS

FORGEWASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships:

Engines, Boilers, Railway Rolling Stock, Bridges, and all

Classes of Engineering, Iron and Wood Work

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SHIPOBUILDERS, SALVORS, AND REPAIRERS, BOILERMAKERS

FORGEWASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships:

Engines, Boilers, Railway Rolling Stock, Bridges, and all

Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic & Pneumatic Tools,

installed throughout the Works.

50-ton Hydraulic TESTING MACHINE

for Chains, Wire Ropes, Rivets

and Metal Specimens.

Sails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, VIA USUAL PORTS OF CALL	DEVANHA	Noon, 28th Oct.	See Special Advertisement.
LONDON & ANT- WERP & ST. PETERS- BURG, C. M'DO, PORT SAID AND MARSEILLE	SUMATRA	About 1st Nov.	Freight and Passage.
SHANGHAI MOJI, KOBE & YOKOHAMA	PALAWAN	About 3rd Nov.	Freight and Passage.

For Full or Particulars, apply to

P. & O. S. N. Co.'s Office, Hongkong, 27th October, 1911. E. A. HEWETT, Superintendent. [4]

NORDDEUTSCHER LLOYD.

BREMER.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
NAPLES, GENOA, ALGERS, GIBRA- LTA, SOUTHAM- PTON, ANTWERP AND BREMER	"PRINZ Eitel Friedrich"	WEDNESDAY, 1st November, at Noon.
SHANGHAI, NAGA- SAKI, KOBE and YOKOHAMA	"PRINCESS ALICE" 20,390	About THURSDAY, 2nd November.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYD- NEY & MELBOURNE	"PRINZ WALDEMAR" 6,100	SATURDAY, 4th November, at 10 A.M.

Kobe & YOKOHAMA "COENZ" 6,760 About TUESDAY, 14th Nov.

All the steamers of the European Line are fitted with Wireless Telegraphy.
New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.GENERAL AGENTS, HONGKONG and CHINA.
Hongkong, 20th October, 1911. [7]

WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE COLONY.

10, QUEEN'S ROAD CENTRAL.

THE LEEDS FORG CO., LTD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.
Pioneers in the Design and Manufacture of
PRESSED STEEL UNDERFRAMES and BOGIES and ALL
STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

THE AIKOO DOCKYARD & ENGINEERING CO., OF HONGKONG, LTD.

BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911. [1403]

SHIPOBUILDERS, SALVORS, AND REPAIRERS, BOILERMAKERS
FORGEWASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.
Modern Appliances for quick construction and repair of Ships:
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools,
installed throughout the Works.
50-ton Hydraulic TESTING MACHINE
for Chains, Wire Ropes, Rivets
and Metal Specimens.

TAIKOO DOCKYARD & ENGINEERING CO.
OF HONGKONG, LIMITED.
HONGKONG

GRAVING DOCK
78 ft. by 88 ft. by 24 ft. 6 in.
Pumps empty Dock in
18-24 hours.

THREE PATENT SLIPWAYS
taking vessels up to 3,000 tons
in cement, providing conditions for
sliding ships with most efficient results

6-Ton ELECTRIC CRANE ON Quay—
ELECTRIC OVERHEAD CRANES THROUGHOUT
in Sheds Raising up to 100 Tons.
Water given for Docking, Repairs to Hull and Machinery,
structural Work,
MASTERS AND AGENTS:

BUTTERFIELD & SWIRE
HONG KONG, CHINA.

Shipping—Steamers.

DOUGLAS STEAMSHIP CO., LD

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)

STEAMSHIP	CAPTAIN	LEAVING
Haitan	Capt. J. S. Roper	TUESDAY, 31st Oct., at 11 A.M.
Haining	Capt. W. C. Pastore	FRIDAY, 3rd Nov., at 11 A.M.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.
For Freight and Passage, apply to
Douglas, Lapraik & Co.,
General Managers.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	FOR	WILL LEAVE ON OR ABOUT
Tjibah	JAPAN	2nd half Oct.	JAVA	2nd half Oct.
Tjibodas	SHANGHAI	2nd half Oct.	JAVA	1st half Nov.
Tjikini	JAVA	1st half Nov.	SHANGHAI	1st half Nov.
Tjiklap	JAVA	1st half Nov.	JAVA	1st half Nov.
Tjikwang	SHANGHAI	1st half Nov.	SHANGHAI	1st half Nov.
Tjikapas	JAVA	1st half Nov.	JAVA	2nd half Nov.
Tjikanoek	JAVA	2nd half Nov.	JAPAN	2nd half Nov.
Tjikaroen	JAVA	2nd half Nov.	JAPAN	2nd half Nov.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all ports in Netherlands-India on through B/L.
For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
Yokohama Building.

Telephone No. 375. [1074]

Consigners

"3EN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "DENARTY,"
FROM MIDDLESBRO, LONDON
& STRAITS.CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox., will be subject to rent.
All claims against the steamer must be presented to the Undersigned on or before the 9th prox., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 20th Oct., 1911. [155]

FROM EUROPE.

"HANS" Steamship

"FRIENFELS"

Captain Sandstedt, having arrival, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.
Optional Cargo will be carried on unless notice to the contrary be given to-day.
All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.
All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 26th inst., at 9.30 a.m.
No Fire Insurance will be effected by us in any case whatever.
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.
Hongkong, 20th Oct., 1911. [156]

WING KEE & CO.

47-49, Colonnade Rd.

SHIPHANDLERS

PROVISION & COAL

MERCHANTS.

Hongkong, 22nd Nov., 1911. [159]

TSANG KWONG

COMPANY.

ELECTRICAL AND GAS

CONTRACTORS.

230, Des Voeux Road, Central.

Telephone No. 899.

Hongkong, 2nd Jan., 1911. [174]

Consignees

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR,"
FROM ANTWERP, LONDON,
MALTA, PORT SAID,
SUZ and STRAITS.Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 26th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 A.M. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 20th Oct., 1911. [4]

TOYO KISEN KAISHA.

S.S. "SHINYO-MARU."

FROM SAN FRANCISCO, HONOLULU, and JAPAN PORTS.

The above-named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.
Cargo remaining undelivered on FRIDAY, the 27th Oct., at 8 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.
No Fire Insurance whatever will be effected.
No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on TUESDAY, Oct. 31st, afternoon, will be subject to rent and landing charges.
All chafed and otherwise damaged Cargo to be left on board or godown and examination of same to be arranged.
All claims must be filed on or before November 7th, otherwise they will not be recognized.
K. MATSUDA,
Agent,
Hongkong, 24th Oct., 1911. [168]

SHIRE LINE OF STEAMERS, LIMITED.

FOR LONDON & ANTWERP.

THE Steamship

"FLINTSHIRE"

Captain G. C. Cuny, will be despatched for the above mentioned ports about 11th November.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents,
Hongkong, 14th Oct., 1911. [1448]

Regular Steamship Service to New York.

via PORTS and SUZ CANAL.

(With Liberty to Call at Malabar Coast.)

"ROBERTS SAILING FROM HONGKONG."

FOR BOSTON & NEW YORK.

S.S. "ERROLL" (Sailing on or about 16th Nov.)

For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents,
Hongkong, 26th Oct., 1911. [1453]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1016.

Developing, Printing & Enlarging.

Hongkong, 1st May, 1911. [1469]

